SEEKONK SPEEDWAY PURE STOCKS 2015

EVENT GUIDELINES & REGULATIONS & RULES

CLASS INTENT

The Pure Stock Division was formed to give amateur drivers a fun, low cost way to get involved in auto racing. This form of motor sports competition is intended to require minimal expense, technical expertise, and financial investment.

The rules for the Pure Stocks are intended to make the process of preparing a car as simple as possible. The modifications are kept to a minimum with cars keeping stock in appearance and running gear.

The speedway has designed these guidelines and regulations with specific intentions. Any interpretations of the guidelines and regulations are solely the decision of the speedway management and not the interpretation of competing teams and drivers. Come and enjoy the sport of racing.

DRIVER ELIGIBILITY

- Division is for drivers with little or no racing experience. Drivers that have finished top ten in points of a higher division or may have more racing experience then intended for this division will not be eligible to compete. Drivers may submit appeals to the Competition Director for review.
- Minimum age is 15 years old with all proper paper work filed with the Speedway.
- Drivers may only compete in one Friday division but may compete in a higher division with a maximum of 3 races.

EVENTS

- The Pure Stock division is scheduled to run on selective dates (See Fast Friday schedule)
- The division will have on track practices prior to each event.
- The division will have qualifying races and one feature or at special events, a feature only. The number of laps will be determined by the number of participants. Each race will have a time limit regardless of the number of laps.
- The Pure Stock division is strictly a trophy class. Championship points will be distributed in feature events and the top five in driver points at the end of the season will receive trophies at the Annual awards banquet.
- Cars may enter the track during **feature races only** under the direction of track officials.
- Drivers are required to have scanners to allow track officials to maintain communication with the them and alert of track situations. Two-way radios are not permitted. Track frequency 464.500

HANDICAP SYSTEM

- Handicap system outlined in 2015 General rules. Feature winners may not start any closer then 5th row for feature line up.
- In an effort to promote even competition, tech officials will impose weight add-ons to cars that win two (2) feature races. Weight will be added even if a car doesn't pass tech.
- After 2nd win add 50 lbs. Each win after 25 lbs. Weight will be placed per direction of Track Tech official. **Maximum weight added 100 lbs**.

SAFETY EQUIPMENT

- All drivers must wear a fire retardant (SFI) racing suit that is in good condition.
- Fire retardant (SFI) racing gloves are required and must be worn at all times on track.
- Full face Helmets (SA) Snell 2005 or better required in good condition with eye protection.

- Seat belts: It is mandatory to use a racing belt harness to keep the driver securely held into the seat. The use of an aluminum racing seat is highly recommended, must be connected off roll cage NOT floor. No older than 5 yrs. Date tag required or belts will need to be replaced.
- A driver's side window net SFI rated must be used and securely fastened into the window area. One end must be securely fastened to the roll cage (bottom) No zip ties!
  The top must use a quick releasing belt/latch type fastener.

LETTERING & NUMBERS

- All race cars must have clean and neat appearing numbers, minimum of 18" high and 3" wide. All numbers must be clearly visible to track scorers. Numbers must be placed on each side of the car on doors and roof. Also numbers need to be placed in right corner of windshield.
- All numbers are assigned though the speedway office. Only 2 digit numbers permitted.

RESTRICTION FROM COMPETITION

- Any driver and/or vehicle that doesn't meet the requirements of these general rules, the specifications laid out in the divisional rules, or eligibility requirements will not be allowed onto the track until all requirements are met and approved by speedway management.
- Teams should make certain that they have met all requirements prior to arriving at the track for inspection.

PURE STOCK ENGINE CLAIM RULE

A.) Any qualified Pure Stock competitor (driver) has the right to claim any engine in the Pure Stock division. Claim includes a $550.00 fee, plus the agreement to an engine exchange. All claims do not include: flywheel, clutch, pressure plate, bell housing, exhaust manifolds, starter, fan & pulleys, motor mounts, sending units and switches for oil pressure and water temperature, clutch ball, clutch arm, throw out bearings, dip stick, water pump, distributor, plug wires and fuel pump. B.) Any competitor who processes a claim must have taken the checkered flag in the feature race and have finished the feature race on the 'lead lap'. The claim must be presented in cash to the Pit Steward or designated Speedway official within five (5) minutes after the completion of the feature race. The driver must present a third party cannot provide these items to the claiming driver. Drivers will only have the ability to make two (2) claims during the Pure Stock season. A driver can claim another driver's engine only once during the year. Only the engine of the event winner can be claimed. In case of multiple claims on the same engine, the engine will go to a qualified driver who finished the furthest back in the field on the lead lap. Drivers may not claim an engine if he/she has spun out and was involved in a caution period. If a claim is refused, the claim is not held against the claiming driver. The claim rule is intended to maintain cost effectiveness and a level playing field in the Pure Stock division.

C.) Any driver making a claim must drive his/her car immediately after the finish of the feature, under its own power, directly to the claiming area. Only drivers and officials will be permitted in the claim area. Track official must deem claimers engine is in fair running condition.

The claim area will be designated by the track to all drivers at the driver's meeting prior to the feature event. The feature winner must go to the claim area immediately following the finish of the feature event. If no driver comes immediately to the claiming area, the winner may proceed as directed. *Claiming area is at scales.*

D.) The claimed and claimers engines must be completely removed within one (1) hour from the time the claim is made.

E.) Only a qualified driver may claim an engine and only the winning driver may agree to sell.

F.) Any refusal to sell forfeits points, trophies and any contingency winnings for the feature for that night. Any driver refusing to sell his/her engine the first time is fined $200.00 is suspended from the next racing event and waives their right to make a claim for the remainder of the season. The second infraction for a driver refusing to sell their engine is a $600.00 fine and a suspension for 30-days from all Seekonk divisions.

G.) All claimed and exchanged engines must be removed from the car at the track. The buyer must examine the engine before removal. Once removal has started, the sale is final. Any sabotage to either engine will result in the saboteur being suspended from all Seekonk races for 30-days and may not return until the fine of $1,000 is paid to Speedway.

H.) To claim an engine, the claiming driver must have raced at a minimum of three (3) most recent consecutive feature events in current race season. A driver can have his/her engine claimed at any time. No claim can be made against a driver on his/her first night at the track. **The claim rule can start to be used after the 5th race of the season.**

I) The Competition Director has final say on all claims.

PURE STOCK RULES

NOTICE: The term "stock" includes ALL after-market products and applies to ALL components. Stock components must conform to original equipment manufacturers specifications and cars make, model and year. No alterations from stock components unless provided specifically for in the rules. This is rule #1 and over see's all written rules, so if no changes are listed it reverts back to rule #1.

1. Cars can be 1970 to 1992 V8 American made street hardtops Rear Wheel Drive Only. T-tops must use bracing around openings and both T-tops and sunroofs must be covered with minimum 22 gauge steel. No old street stock race cars please. ***No Xing of under side of chassis**. No weight maybe

added to car. Cars may be scaled checking percentages. *Any unauthorized weight found, car & driver will receive 3-race suspension.*

Non-eligible vehicles: Trucks, convertibles, Mustangs, Mid/Rear engine and two seated sports cars.

***Bodies -** Body must remain stock to make & model and year using stock original replacement panels. Doors must be bolted or welded shut. All exterior moldings must be removed. No chopping, sectioning, or channeling allowed that changes the bodies stock dimensions. Front inner fender wells may be removed this does not include inner structures of fenders. No body parts may be gutted or skinned except both front doors. Hood, Trunk and Doors must keep stock hinges in place and be functional; door inner latches may be removed. Locking pins must be used to secure hood & trunk shut. Body mounts must remain or can be replaced with same height spacers keeping body off chassis. Trunk floor may be removed under fuel cell ONLY. **All cars MUST have factory stock bumpers mounted in stock location other makes and models may be used, all bumpers if ends have been cut must be capped even if not exposed (1/4 inch).** Chains must connect bumpers to chassis at each end. After-market plastic noise pieces are allowed matching body, make, model and year. Tow chains must be attached to the center of the bumpers using min. 3/8" chain.

2. All glass and upholstery must be removed - including rugs and headliners. ***Full windshield must be replaced with 1/8" polycarbonate or 1/4" Plexiglas using two center straps inside from roof to dash**. Cars must be clean inside and free of debris. Dashboard may be removed, but must be replaced with FULL fabricated dash board using steel or aluminum that is horizontal to vertical in front of driver. Gauges & switches may be changed. The only area allowed gutted is both front doors. Steering column may be replaced using at least one swivel union to box, quick disconnect steering wheel allowed. Mirror rule: Only one (1) mirror permitted on left side of driver towards door, mirror may not extend outside of body. Maximum size is 4" (inch) diameter. Mirror must be close to door ledge.

3. Battery – May be relocated in engine compartment, fabrication can be made in firewall (heater core area) battery may not be set back further then width of battery. Battery must be located to the side of the engine and not travel past the exhaust manifold when viewed from the front of the car. Keep cables away from sharp edges. Battery quick disconnect (shut off) is recommended with in drivers reach.

4. *Gas Tanks (stock) must be removed. Original tanks CANNOT be used. An approved fuel cell (22 gals Maximum) is mandatory. Fuel cells 17 gals or more must be encased in an approved steel container of 22-gauge steel. Fuel cell must be mounted in the trunk as far forward as possible and centered. The minimum of two (2) steel straps (1/8" x 1") must be used to secure fuel cell. **Fuel cell must be secured to tubing placed between frame rails.** If trunk floor is still in place (2) 1-inch holes must be placed in floor under fuel cell. Fuel cell bottom must be above top of rear chassis. **Steel tubing may be placed around fuel cell in trunk as protection; tubing may not extend past firewall or below chassis.** Vent line must have check valve and exit left rear tail light area. The use of

a vacuum operated fuel shut off is mandatory and must be connected at top of fuel cell. A (steel) sheet metal wall separating trunk and drivers compartment is mandatory this is placed where back seat was positioned. Fuel lines must travel under the car ONLY.

5. Rollover bars are Mandatory. Tubing must be seamless or electric welded seam round tubing for roll cage construction. DOM highly recommended. Minimum dimensions 1-3/4" x .095" thickness. A main hoop bar must be installed behind driver that extends upward to the roof and out to both doors and back down to the frame. Min. of one horizontal cross bar must be used inside the main hoop at shoulder height. Tubing must extend forward from top corners of main hoop across top of door down to floor on both sides. One horizontal bar must attach these two bars above windshield and again in front of driver. Min. of (3) horizontal bars required at driver's door and (2) at passenger's door. Two bars must be installed from the main hoop down to the rear frame just before the rise of the frame. Uni-body cars must use plate's 1/8 inch thickness to weld roll cage too. ALL bars within drivers contact must be padded. **Additional bars may be added that connect off the roll cage to other areas of the cage within the drivers compartment, not to the chassis.** Bars may be added that go past the front firewall that protects the driver's feet and support cage uprights these bars may not extend past the back of the front tires, allowed on both sides. No other bars may extend past firewall. No support bracing allowed outside the car. No external rub rails. Support bars for front valance panel (around radiator) may be installed using tubing Max. 1 ¾ inch - bars may not extend back past front suspension. One bar may be placed across front of radiator connecting to valance support structure for protection to radiator. Original front valance panel is not to be removed or replaced by this structure.

6. Engines must remain stock to manufacture and have legible cast numbers from 1970 and up. ALL cast numbers must be from production models sold in the US that can be identified by catalog listings, direct replacement castings that match stock specifications may be used. No marine engine parts. All rebuilding must retain stock specifications with original or equivalent parts. GM engines may be used in Pontiac and Oldsmobile cars.
Engine size per manufacturer: GM 305/350 - Ford 302/351 - Chrysler 318/360.
Each engines specification will be referenced off the highest performance model in production in relation to the family of car used. Solid motor mounts permitted keeping to stock engine location, including height. Alternator and P/S pump must be stock setups, aftermarket steel pulleys permitted. AC and emission pumps may be removed.

7. Cylinder Heads: Must be stock cast Iron with Max-valve sizes; 1.94 in/1.50 ex
No GM-Vortex, Dodge- Magnum or Ford-SVO cylinder heads. After-market cylinder heads listed: Minimum 76cc chambers, Max-valve size 1.94 in/1.50 ex.
Approved MFG: Dart S/S, GM# 93438648, Engine Quest# CH350I, RHS# 12400.
All engines, maximum compression 9.5 to 1. (9.7 will be considered Illegal) rocker arms and springs must meet stock specifications; No oil diverters & poly locks or guide plates. After-market steel or cast aluminum valve covers with breathers permitted.

8. Camshaft rule; Hydraulic only. Camshaft gross valve lift divided by stock rocker arm ratio.

Maximum GM .410 / Ford & Chrysler .465

9. Carburetors & Intakes: Only stock Cast Iron 2 bbl intakes permitted, No high rise or marine types. No modifications. Carburetors must remain stock 2 bbl, NO modifications except choke removal. Stock fuel injection may be used or changed to carburetor setup of same manufacturer.
Eligible 2 bbl carburetors per manufacturer: No throttle cables, dual springs mandatory.
GM – Rochester: Ford – Motorcraft: Chrysler – Carter. All carburetors are subject to inspections with no-go gauges. No spacer plates. For safety no cable throttle controls permitted. After-market air cleaners made from steel or aluminum are permitted. Air filters; Maximum height 3- inches. No air flow devices permitted inside or outside air cleaner. Fuel pump must remain stock diaphragm type in cast form not rebuildable. If electric fuel pump is used it must have safety shut off wired to oil pressure; so when motor shuts off fuel pump shuts off and there must be a master power shut off switch near driver at center of dash clearly marked on/off.

10. Ignition systems must remain stock. Distributor must have OEM part numbers, No aftermarket billet aluminum housings. Modules must remain stock appearing open to manufacture.

11. *Transmissions/Clutches/Flywheels must remain stock for make, model and year of car used. No modifications permitted. No GM powerglides. Standard transmission cars must have stock pedals & linkages in use that match model and year (no hydraulics) No aluminum 4-speeds. **Shifters must be one lever only**. Manual transmission MUST use aftermarket full enclosed steel blowshields. See gear options with transmissions. **Minimum weight; Flywheel - 20 lbs; Clutch - 20 lbs; disc - 6 lbs.**

12. Rear ends must remain stock for make model and year. No independent rear ends. No Posi-traction, limited slip, Lockers or Shimming or welding permitted. Differential MUST remain open with one wheel **freewheeling**. Drive shaft must remain stock and painted white. Two steel driveshaft hoops required minimum 2 inch x ¼ inch located near U-joints. Gear rule: Standard transmissions, Maximum gear ratio is 3.08 / Automatic models TH350 & TH400 Maximum 3.73 / models 200R4 & 700R4 Maximum 3.42.

13. Exhaust manifolds must be cast iron with no modifications and match make and model of car. Exhaust maximum size 2-1/4 to 2-3/8 inches if flex pipe is used as a connector must not exceed 18-inches. Exhaust must extend past driver and dump towards ground. No cross over pipes. Mufflers must be used keeping inlet/outlet size at 2-1/4 or under.

14. Radiator may be changed with other makes. Electric fans permitted. Only water may be used as coolant. An over flow tank must be used located under hood.

15. *Suspension must remain stock to make, model and year. Front camber can be changed using stock factory adjustments. No modifications permitted except noted changes; upper A-frame mounting bolts and cross shaft may be changed with Moog replacements.
Strut cars may change strut mounting bolts on spindle and lengthen adjustment slots at top of strut tower. **No other modifications will be permitted**. **Spindle savers permitted.** Coil springs must have the same diameter wire size from left to right. Rear trailing arms may be changed to these after-

market brands: Speedway Motors P/N 91634055 or DCA Race Fab P/N 17811 & 17811. Coil spring adjusters allowed on front only, must not alter chassis. **No suspension hold downs permitted.** Chassis may not be cut around spring. **Coil spring mounts on axle tube may be replaced but must remain same height and location as stock.** No inserts allowed in springs. Rear coil springs must have at least one side with pig tail end. **No rear sway bars.** No solid, spherical (monoball) offset bushings. Polyurethane bushings permitted**.** Leaf springs cars must use the same number of leafs per side, length maybe different with no lowering plates. Only stock unaltered shackles may be used. Sway bar must be stock with Maximum diameter 1-1/4 inches. Sway bar connection to lower A-frames may only be changed with links length and removal of bushings no other modifications. All cars must have chassis keep 5-1/2 inch ground clearance with driver at all times, this includes any body panels. Uni-body cars will be measured under sub frames.

16. Shocks must be stock OEM or can be from these (3) manufactures: KYB: GR2–Gas-A-Just–Strut Plus / Monroe: Sensa track - Matic Plus / Gabriel: Ultra – Guardian – Ready Mount. Shaft maximum diameter ½ inch. No changes allowed to shocks. **No bump stops.**

17. Brakes must be stock to make, model and year and all (4) four wheels must be in working order. **No slotted or drilled rotors also must have stock bearings. No bearing spacers.** Steel branded lines permitted. Stock brake pedal, master cylinder and booster if equipped. No lightening of parts. No proportioning valves allowed.

18. Wheels must be Steel with maximum width of (7) seven inches. After-market or sport type wheels highly recommended. Right front wheel must be of this type. Offset of wheels may not be less than (3) three inches when measured, measurements taken from back of wheel from lip to back of bolt pattern, All four wheels must match in all measurements. Over size lug nuts are mandatory. Larger studs are optional. Camaro must be no-less than 4-inches with offset measurement outlined.

19. Tires: Any DOT street legal tire, 65 series or higher. Radials tires only. All four tires must be the same size. No racing recaps. Minimum tread wear rating **300** must be seen on tire from manufacture. No tire treatments of any kind allowed, if found automatic suspension for racing season.

Scoring Transponder: AMB transponders are required on each car located just behind front wheel close to chassis on fire wall. Transponder will need a clear sight to track.